

SUWANNEE DEMOCRAT.

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CHAS. W. IRVIN, Editor and M'gr.

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As General Gilchrist has declared against State prohibition, he ought to be the favorite candidate for Governor down Tampa way.

If Governor Broward does run for the Senate now or next time, he will be kept mighty busy explaining the reprieve of the Jacksonville negro rape fiend.

The date of the Farmers' Union Sea Island Cotton Convention, which had been called to meet at Lake City, November 1st, has been changed to November 15th. President Trawick has sent out official notices to that effect.

The man who makes one factory grow in his community where none grew before, or two grow where only one grew before, is the kind of great man we need in Florida now. We will all encourage his candidacy and support him unanimously.

The twenty-four-page Homeseeker's edition of the St. Petersburg Independent was all to the good, and in both illustrations and reading matter well circulated to draw the tourists and the homeseekers to the delightful little South Florida city.

President Roosevelt was forty-nine years old yesterday, and we'll back him against any other youngster of that age on the face of the earth as an all-round athlete in the fields of physics, morals and intellectuals. He is truly the "infant wonder" of this country.

Mr. Bryan's quantitative theory of money is getting some strong endorsements from the logic of events just now. More money to do the business of the country with was what he called for in his memorable campaign, and he thought as highly of gold as silver for that purpose. The flood of gold now reaching New York from Europe is a mighty factor in restoring confidence in our money centers.

The Pensacola News takes the very sensible position that the pension granted by the State to the Confederate veteran is not to reward him for his devotion and loyalty; is not pay for services rendered, but its sole object is to help those who really need it; to contribute that much to enable them to buy the things they must have to live on. This being true, the veteran who doesn't need the pension has no logical place on the pension roll, and if he were not there the State would be enabled to increase the pittance it gives to those who need it.

Park Trammel has successfully resisted the blandishments of the Tallahassee Sun, which paper recently discovered in him the most available candidate in sight for Governor, and now formally announces that he is out for United States Senator to succeed Mr. Mallory. He will announce his platform later on. Mr. Trammel is personally unassailable and his public career thus far has been creditable. He will make a fine, but we withhold our prediction as to whether it will be a win or a loss. He will be in next year.

105 J. M. is the stalwart aid of the Times in our effort to feed the better, taste better, and bring more money in town. The Times says: "The only good quality of the Live Oak is that it has the capacity of being properly fed, if that is as that of any other. The sole complaint is that it is here and that it is not there." LESLIE Attorney.

"NOT SOON, BUT ALREADY."

Let us turn for a moment from candidates and politics to timber, for the devastation of the ax-man is working more ruin to this country than any of the evils which the candidates declaim against or the politics can possibly correct. We call ourselves a mighty smart people and think we lead the world, and yet we have no better sense than to deforest the land from ocean to ocean and from the lakes to the gulf with the stupid improvidence of the gluttonous animal which devours in a day what was intended for a month. Collier's Weekly sounds the alarm on this subject as follows:

Not soon, but already: a timber famine is here; and worse, and steadily worse, faces us as each year passes. Americans use more wood per capita than any other people on the earth. They use more per capita each year than they used the year before. By destruction of our forests, streams have deteriorated, droughts and floods increased, the climate rendered more extreme, the value of the soil lessened. According to the best figures thus far to be had, the present rate of cutting, with the present rate of growth, would abolish our forests utterly by about the year 1930. Cutting must be regulated. Growth must be increased. The National Government and the few active States should have enthusiastic support in every effort to hurry forward this, the most pressing step in the preservation of our resources. The iron question can wait. Even the coal question can wait. The forest situation must be met. Nor should the forward movement flag until our forests are sufficient to feed our streams and regulate our climate; otherwise we shall be foolish for ourselves and but unworthy ancestors to those who must meet the problems of existence when we of 1907 are but a memory of the past."

The Railroad Commission of Florida has been established to protect the people against the negative, not less than the positive, policies of the roads, that are hurtful to their interests. Here in Live Oak we are the long-suffering victims of the negative policy which refuses us decent and adequate union depot facilities, and we cry aloud to the commission for help. An up-to-date city with a bum depot is a violation of the unities that calls for a prompt remedy. We've got both the up-to-date city and the bum depot—a partnership as unnatural as that of a respectable citizen locked arms with a vagabond in the full glare of publicity.

State pension applicants under the new law, who are impatient for returns, will get some valuable information from the following from the Gainesville Sun:

"A number of persons in Alachua county who made application for pensions under the law enacted by the last Legislature are growing restless because they have not received warrants for the past quarter. They should bear in mind, however, that the State Board of Pensions have some ten thousand applications to pass upon, and it is no small job. If your claim is allowed you will receive pay from date of filing your application, but you should not mistake the receipt of a card from the secretary of the board stating your claim has been filed for the statement that it has been approved. You will be notified as to final action on your claim at some future time, and until then you need not expect a warrant."

And now the proposition is to reopen the Jamestown Exposition in the spring of 1908, and the board of directors is considering the advisability of such a plan. The exposition didn't have a fair opportunity this year. It was not possible to complete it until the season was more than half gone, and the result has been disappointment to many visitors and an army of knockers in all parts of the country. It is really one of the very best of all the big expositions held in this country and its merits have been obscured by its misfortunes. It is now complete in all its departments, and if the management will secure some new and notable features to add to it next year, it will probably draw a very heavy patronage and succeed in paying out. No other great show is booked for 1908; why not rally around the drooping Jamestown giant and give it the help it deserves?

We have heard much of late about the failure of Mr. Flagler's Key West Extension enterprise, but the following special dispatch from New York to the Ocala Banner, under date of yesterday, puts it in a very different light:

"The announcement was made here today by representatives of Henry M. Flagler that the ocean-going railroad, which he is building from the Florida mainland to Key West will be opened to traffic as far as Knight's Key, 100 miles south of Miami on or about January 15, next, and that steamers will be put in operation from that point to Havana. This decision to open the road to traffic for the greater part of its course a year ahead of the time set for its final completion is Mr. Flagler's reply to the reports that the building of the road has been given up."

Out in Los Angeles, California, one Lieut. Alfred Allinsworth, represented to be a leader of the negroes in that part of the country, has addressed a letter to the people of his race throughout the United States on the question of considering the desirability of establishing a purely negro commonwealth in some part of the United States. Good luck to the lieutenant in that scheme if he can find enough unoccupied territory for the purpose. There are thousands of now discontented negroes who will never be satisfied short of an experiment of that kind, and we should be glad to see them isolated from the white race in some part of the country where they could have a fair trial at self-government, with not a white man permitted within their borders. The returns from Hayti, San Domingo and Liberia offer no encouragement to the theory of negro self-government, but the result might be different in this country with the example of white commonwealths all around, and the corrective power of the Federal Government to help the experiment. We could certainly spare enough negroes from the South to furnish an ample population for the proposed State.

That magnificent majority of about fifteen hundred for prohibition in Jefferson county, Alabama, of which Birmingham is the county seat, is one of the most notable victories over the liquor traffic ever achieved in this country. Birmingham is a great industrial center with a cosmopolitan population, and the saloons were so firmly entrenched there that to close them up seemed a proposition so hopeless as to be absurd. But it has been done by such a superb rally of good men and women determined to throttle a giant evil that the whole country will pause and wonder and admire. There is a long and strenuous struggle ahead to enforce the law and minimize the blind tiger evil, but if the same spirit that has won this victory shall survive, the same resolute purpose to destroy an enemy of the common good, even the stealthy forms of the traffic will be so nearly put out of business that the results will fully compensate the effort. Evidently a great moral tidal wave on this issue of the liquor traffic is sweeping over the land, and while it plays havoc with many established interests of long standing, we can take comfort in the fact that those same established interests have been playing an even greater havoc with social order for an equal length of time and the vital interests of the country have compelled their abatement. It is nonsense to talk about fanaticism in such a case; it is the irrepressible instinct of self preservation.

RALLY AT THE COURTHOUSE TOMORROW NIGHT.

A meeting of the Live Oak Board of Trade and our citizens generally has been called by President Hillman for the courthouse tomorrow night, and the letter of Hon. Chas. H. Brown, president of the City Council, published in yesterday's Democrat, shows the main purpose for which the meeting is to be held. Mr. Brown well says that in the matter of a new union depot here forbearance has ceased to be a virtue. The Seaboard Air Line management may not have intended to deceive our people in this affair, but as a matter of fact, we have been deceived and misled and induced to think for more a year past that the plans were in preparation for a new depot and that its construction was only a matter of a short time. But all pretence of that kind

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LINCOLN HULLEY, Ph.D., Litt. D., U.L.D.
DeLand, Florida.

Don't Forget

The first issue of The Southern Cyclone will be out November 1st. It will contain eight pages of spicy reading matter and you should not miss the first number.

We are going to give a cash prize of \$10.00 for the best Ghost Story sent us by February 15th, 1908. Story must be original, and not exceeding 1,000 words.

Send us 50 cents at once for a years subscription and write the story at your convenience

THE SOUTHERN CYCLONE,

Drawer 30

Live Oak, Fla.

has been abandoned now, and the statement of the general superintendent of the road that the present depot is good enough for Live Oak, puts it right up to our people to take prompt and decided action and go before the Railroad Commission asking the relief to which we are entitled. As we understand it, the Atlantic Coast Line management has been ready all along to do its part in the matter and has been held back by the failure of the Seaboard people to co-operate. The narrow, illiberal policy of the latter company is incomprehensible. Live Oak, as the leading interior city of the State, growing all the while and constantly increasing the patronage it gives to the roads, is one of the most important points on the Seaboard line in Florida, and wise management would certainly dictate that the road should cultivate friendly relations with such a community, at least to the extent of doing simple justice in the matter of furnishing a decent depot. We have made every appeal possible and have patiently waited for our dues in this matter, but in vain.

The union depot here is a disgrace to the roads and a discredit to Live Oak. It is inadequate in every way, and so foul, dirty, scrubby and disgusting that it hurts our city in the esteem of every passenger on the roads, gives us a bad name all over the country and denies us the facilities to which we are clearly entitled in common decency, and justice. By virtue of our importance among the cities of Florida and the heavy traffic we furnish to the railroads we should have a handsome, up-to-date union depot, and as the roads have failed, until patience is exhausted, to furnish it, we must appeal to the law to

help us. The Railroad Commission has been established to give relief in such cases, and the meeting tomorrow night should appoint a committee of representative citizens, earnest, determined men familiar with all the facts, and send them to Tallahassee to lay our case before the commission.

As for the purpose of the Seaboard to invade Conner street with a side track and seriously impair its facilities as an important business street, we don't doubt that the City Council, which has full authority in the premises, can be safely relied on to see that the rights of our city and our citizens are protected.

Let us have a genuine mass meeting of the people of Live Oak tomorrow night at the courthouse, and take vigorous and decided action in this matter of paramount local importance.

Fish Fry Last Night.

A fish fry at Gum Slough was enjoyed by a jolly party last night. Mr. and Mrs. B. P. Coachman, Mr. and Mrs. J. S. Roof, Mr. and Mrs. R. E. McNeill, Mr. and Mrs. S. A. Hinely, Mr. and Mrs. Jack Taylor, Mrs. C. A. Hardee, Miss Wigfield, Miss Blake, H. R. Johnson and O. O. Williams composed the party and from the report they gave this morning, the occasion must have been the finest time any fish fry ever afforded. There was plenty of good things to eat and the fish, fine trout and bream, were caught and ready for the fry when they arrived. Some of the gentlemen of the party have not fully recovered from the effects of their efforts to do justice to the supper as they were not seen on the streets up to a late hour today.